

Inspector Statement

Subject: Telephonic interview with Mr. Tyler Little

By: FAA Aviation Safety Inspector Dwight Greenlund

Mr. Tyler Little emailed the NTSB assistance site with possible information regarding the accident of N1300Q. His email sent on 6/21/2021 to the NTSB is as follows:

Hi my name is Tyler Little and I am a former student of David Cuttino who was the instructor onboard N1300Q. I recall him telling me about a maneuver he would sometimes do with students where he would be low and fast over the water then do a simulated engine failure, bleed off that airspeed for altitude, and glide to a safe landing area to demonstrate to the student that if they are low they should also be fast so they have the spare energy to glide.

It's probably been about a year and a half or two since he told me about this maneuver and I never did it with him but I remember him specifically mentioning the St Marys River and also the St Simons Island airport where he said he did that maneuver to a landing.

Given the accident locations proximity to the closed St Marys airport I suspect this maneuver may have played a role in the accident.

If you have any questions I'd be more than happy to help.

Tyler Little



I phoned Mr. Little on 6/22/2021 at 4:30 pm. Mr. Little stated that his instructor was David Cuttino when he was taking flight lessons at Sunrise Aviation around a year and a half ago. He stated that Mr. Cuttino told him that while flying at a low altitude it is a good idea to keep a high speed in the event of an engine failure. If the engine fails, you can use your velocity to climb the aircraft to place yourself in a better glide position to find and reach a safe landing area. Mr. Cuttino told Mr. Little that the St. Marys river area was a good place to practice the maneuver. He stated that he had not completed that maneuver with Mr. Cuttino, but he had spoken with another student who had. Mr. Little stated that the other student told him of a low altitude simulated engine failure over the water and they landed at St Simons airport (Georgia).

I asked Mr. Little how often he had flown with Mr. Cuttino and if he was ever uncomfortable while flying with him. Mr. Little said that he flew with Mr. Cuttino a few times during his single engine training (Private Pilot, Instrument, Commercial) but he mainly flew with him during multi engine training. He said that the only time he felt uncomfortable was during a single engine approach to landing in a multi engine airplane. He said that he had full power in and was using full rudder while making a turn to final to land. He said he told Mr. Cuttino the situation, and Mr. Cuttino told him to continue with the approach. He said he landed the aircraft without issues. Mr. Little stated that while at Sunrise Aviation Mr. Cuttino would not have conducted any risky flight maneuvers because they had

strict procedures in place. He stated that the maneuver he heard about was done while acting as an individual flight instructor and not under a flight school program.

I asked how far along in training Mr. Little was now. He stated that he was now conducting Instructor Pilot training at Florida Aviation Career Training in St. Augustine.

Mr. Little provided information of a website with a camera operated by the city of St. Marys Georgia. He said the camera position looked out on the St. Marys River towards Fernandina Beach, and may have captured aircraft N1300Q.

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